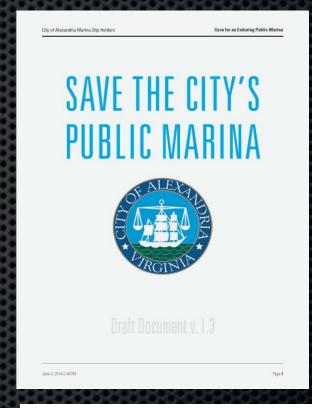


Why we are here!

- Waterfront Small Area Plan (WSAP), ODBC agreement, and RTN/RTS developments may reduce available public boat slips.
- Concerns voiced at Public Meetings, City Council, and Waterfront Commission
- City initiating study to evaluate opportunities for permanent and transient slips.
- Feedback/ comment from Commission and the public.





Alexandria Waterfront Commission

Department of Recreation, Parks and Cultural Activities 1108 Jefferson Rivet Newswifes Visconia 22314

September 16, 2014

Mayor Willism D. Euille Vice Mayor Allison Silberberg Councilman John Taylor Chapri Councilman Timothy B. Lovair Councilwoman Redella S. Pepp Councilman Paul C. Smedberg Councilman Justin M. Wilson

Re: Pleasure Boat Slips/Marin

The City Council, during a public hearing in June 2014, approved the Phase I Landscape and Flood Mitigation Design in furtherance of the Waterfront Small Area Plan (WSAP). During the public hearing, the issue of Keeping pleasure boats as a vital and integral part of the Old Town waterfront was rates and a Council directed City Staff to work with the Waterfront Commission to determine the feasibility of including pleasure boat slips/marina in the WSAP. The Waterfront Commission to the WSAP The Waterfront Commission to the Commission to the WSAP. The Waterfront Commission to the Commission to the WSAP and the W

With the landmark agreement between the City of Alexandria and the Old Dominion Bost Clul. (ODBC) and the consolidation of commercial activity in the northern half of the City Marina, public accessible docking locations are reduced to fewer than 15 slips from the existing 60 plant. The Waterfront Commission recognizes that should the Old Dominion Bost Club exercise its riparian right to build two piers at the location of the relocated club, returning 26 slips to City management, a significant reduction in the total number of slips available to the public remains Additionally, should the ODBC not build at their new location the ODBC will receive title to the City's AB dock further reducing the number of slips as disable to the public remains and the City's AB dock further reducing the number of slips as disable to revereight and the commission of the control of the

The Marina Committee, working with City staff, initially identified sixteen Federal, City and privately owned locations on the waterfront, where piers could be constructed from Jones Point Park to Marina Towers. The Marina Committee considered several factors including distance from the King Stere business district, available particing, pier vulnerability from debris, environmental concerns, consistency with other approved plans and settlement agreements, economic benefit to the city at large, case of management and cost of preparing and constructing a suitable site, in its evaluation of these locations. As a result of the Committee's discussions and evaluation of protential locations is a unpeared the location to making the current number of

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Study Objectives

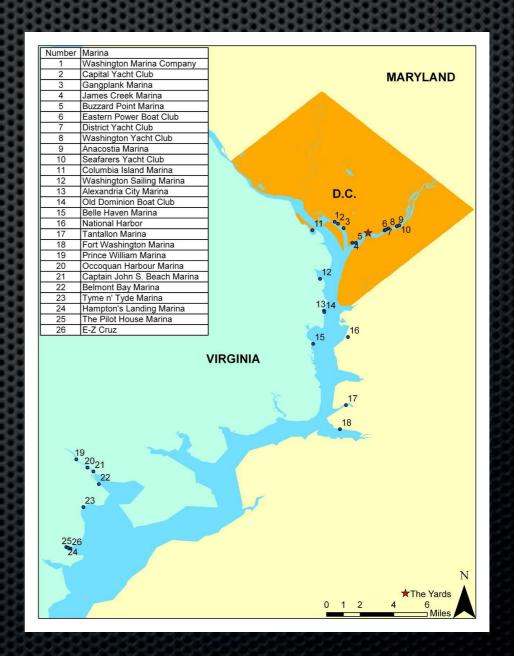
- Analyze regional marina market to identify demand, slip type/mix and marina program
- Identify potential marina locations within the City's core waterfront area
- Integration with City's Waterfront Plan, ODBC, and developments at RTS/RTN
- Operational Review (revenue, capital costs, maintenance, and staffing)
- Development of marina framework plan for implementation



Marina Market

- Identify market area, geographically and demographically
- Evaluate competing facilities







Marina Market

- Market Drivers and Trends
 - a. Underserved Population
 - b. Population Growth
 - c. Upland Development
 - d. Transient Boaters
 - e. Charter/Commercial
 - f. Festival/ Event Ships









Marina Market

- Marina Program
 - a. Dock type
 - b. Utilities
 - c. Amenities
 - d. Wave and debris protection
- Pricing,
 Occupancy
 and Absorption
 Trends















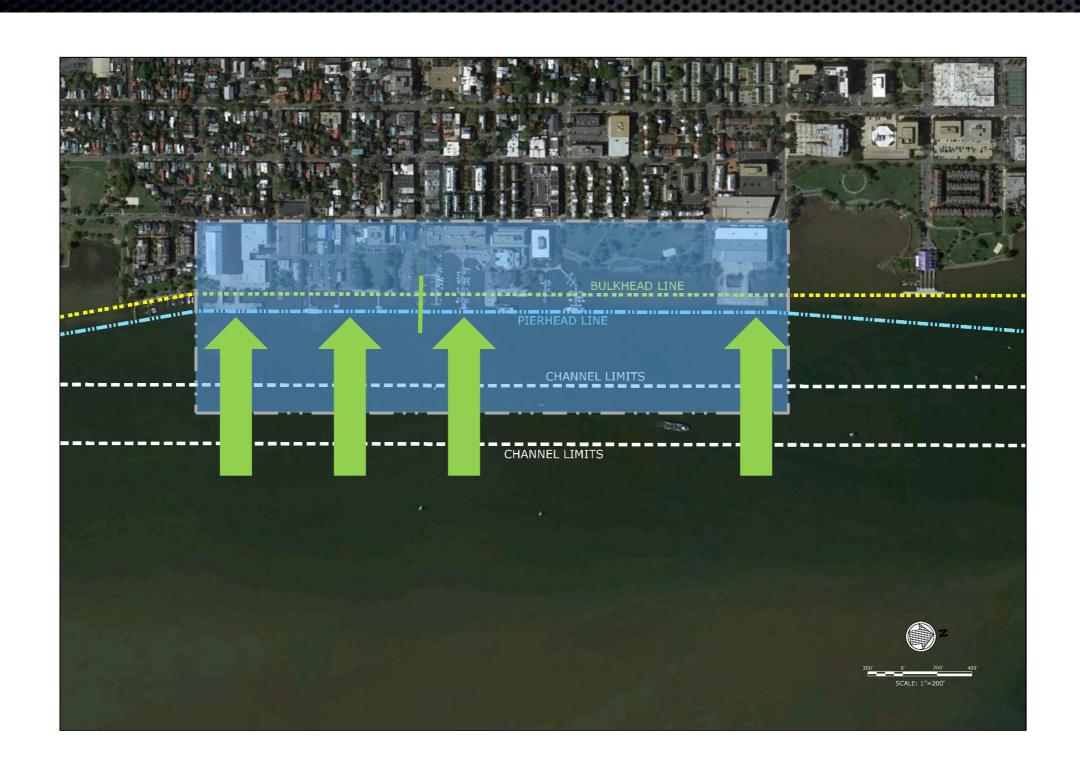
Siting Considerations

- a. Physical
 - Waves / Boat Wakes
 - Ice
 - Debris
 - Water depth/ dredging
- b. Environmental
 - Aquatic Resources
 - Water Quality
- c. Infrastructure/Land Area
 - Access
 - Parking
- d. Navigation and Federal Channel
- e. Regulatory



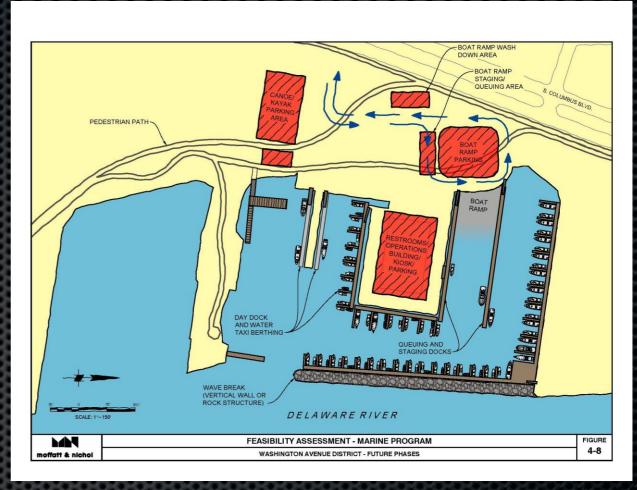








- Coordination
 with Waterfront
 Plan, ODBC, RTN,
 and RTS
- Development of Schematic
 Marina Layouts
- Opinion of Probable Construction Cost



Mobilization/Demobilization	\$100,000
Dredging	\$140,000
Dock Infrastructure, Gangway, Utilities	\$1,372,000
Wave Break	\$1,512,000
Bulkhead/Shoreline Treatment	\$60,000
Boat Ramp	\$840,000
SUB-TOTAL	\$3,924,000
Taxes, Insurance, Overhead, Profit 20%	\$785,000
SUB-TOTAL	\$4,709,000
Contingency 30%	\$1,413,000
TOTAL	\$6,122,000



Marina Debris Management













Marina Framework Plan

- Operational Review
 - a. Projected Revenue (sources and rates)
 - b. Operating costs (staffing, fees, maintenance)
- Implementation plan
 - a. Capital Improvement Budget
 - b. Phasing including ODBC and RTN/ RTS
- Regulatory Permits and Authorizations



Feedback and Comment

- Stakeholder's Comment
 - a. Questionnaire
 - b. Comment Cards/ Boards

